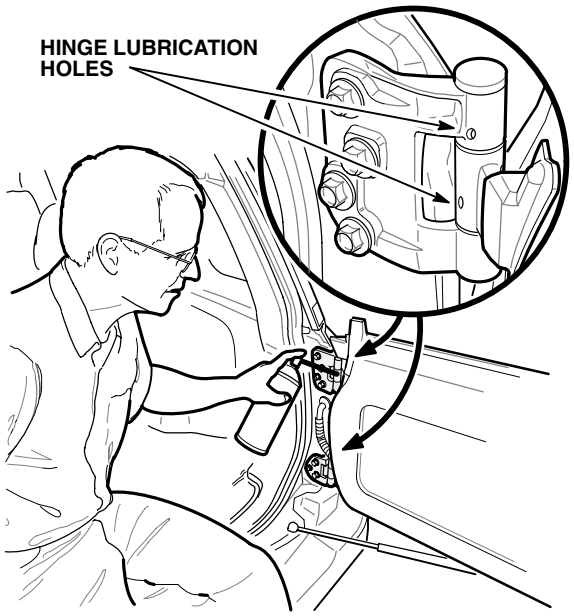
Quiet That CR-V "Pop"

A '97–00 CR-V that pops when the body twists or shakes probably has dry tailgate hinges. To quiet the pop, spray some white lithium grease, P/N 08732-0005, H/C 2963718, into the hinge lubrication holes.



And remember that all vehicles should have their hinges, latches, and locks lubricated once a year.

CR-V Armrest Info

On '97–98 CR-Vs, the front passenger's seat doesn't come with an armrest. And since an armrest could interfere with the floor-mounted shift lever, the driver's seat on all CR-Vs with M/T doesn't come with one either. In both cases, you can't even add an armrest because the seat frames don't have armrest brackets.

The only available front seat armrest is for the driver's seat on all CR-Vs with A/T and the front passenger's seat on '99 and later models.

Moan During Turns: '97–00 CR-V

Extensive 4-wheel drive use on a '97–00 CR-V can cause the CVT fluid in the rear differential to wear out even faster than the severe driving conditions replacement interval of 60,000 miles. (The normal replacement interval is 90,000 miles.) Worn out CVT fluid can cause the vehicle to moan during sharp, low speed turns. To quiet the noise, drain the rear diff, and refill it with Genuine Honda CVT Fluid, P/N 08798-9018, H/C 5030119.

Towing With a Motorhome

If you're about to tow a Honda vehicle* with a motorhome, you need to prepare the vehicle properly. This is especially important on an A/T vehicle to prevent trans damage. Here's what to do:

Vehicles With A/T

Make sure the trans is full, but not overfull, then do this procedure every day, just before you tow the vehicle. If you drive more than 8 hours in one day (including time stopped), stop at the 8-hour point, and repeat the procedure.

1. Start the engine, apply the brakes, and shift through all the gears once. Your final shift must be from D to N. *To avoid internal damage to the trans, do not shift from R to N on your final shift.*
2. With the A/T in N, let the engine run for at least three minutes.
3. Turn the engine off, release the brakes, and turn the ignition switch to ACCESSORY (1). To prevent battery drain, make sure the radio and all other accessories are off.

Vehicles With M/T

Make sure the trans is full of MTF. Then release the parking brake, shift into neutral, and turn the ignition switch to ACCESSORY (1). To prevent battery drain, make sure the radio and all other accessories are off.

If you or your customers have questions on towing a Honda vehicle with a motorhome, call American Honda National Consumer Affairs at 1-800-999-1009.

*For Passport towing, refer to the owner's manual.

New 8MB Program Card for PGM Tester

In December '99, an 8MB (megabyte) PGM Tester program card was mailed to all service managers. The card comes blank and must be loaded with the SN000 version software from your December HONDANET CD. (Be sure the workstation you use to program and update PGM Tester cards is loaded with the latest CD.)

Beginning with SN000, you need to use the 8MB card for all software updates. If your shop needs additional cards, order them through the Honda Tool and Equipment Program at 888-424-6857.

SRS DTC Info: ’95–96 Accord and Odyssey

When you’re diagnosing an SRS light problem on a ’95–96 Accord (V6 or Wagon) or a ’95–96 Odyssey, use a ’96 S/M; the ’95 S/Ms don’t have much info on DTCs 5-1 thru 8-9 (internal failure of the SRS unit).

And if you do find yourself troubleshooting DTC 5-1 thru 8-9 on a ’95 or ’96 Accord or Odyssey, don’t replace the SRS unit until you make sure the DTC wasn’t caused by low battery voltage. Here’s how:

1. Check the battery’s state of charge.
   - If needed, recharge or replace the battery, then go to step 2.
   - If the battery is OK, replace the SRS unit. ■
2. Find out if the battery was run down by the charging system or by the customer leaving something on (radio, ceiling light, etc.).
   - If the battery was run down, repair the charging system if needed, then clear the DTC, and return the vehicle to the customer. ■
   - If the battery wasn’t run down, replace the SRS unit. ■

OPDS Sensors Are Part of Seat-Back

On ’00 Accords with side airbags, the OPDS (occupant position detection system) sensors are part of the front passenger’s seat-back; they’re attached to the seat-back foam, and not available separately. Replacement seat-back foam comes with the sensors attached.

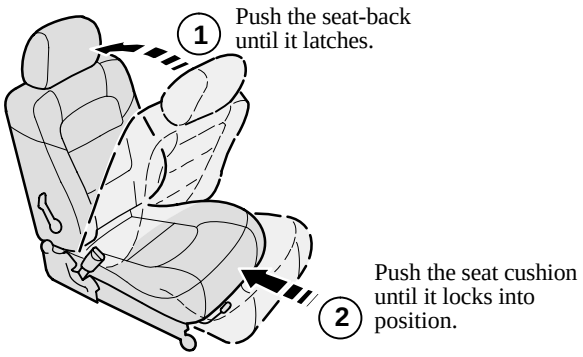
If you do replace the seat-back foam, don’t forget to initialize the OPDS with the PGM Tester.

ID That SRS Unit Before You Troubleshoot

Before you troubleshoot the SRS on a ’98–00 Accord, remember that the SRS unit may be made by NEC, Keihin, or Siemens, and that each unit requires different troubleshooting procedures. For SRS unit identification and SRS DTC indexes, refer to pages 23-41 thru 23-50 of the ’98–00 Accord S/M.

Rear Seat Access on ’98–00 Accord Coupe

Some ’98–00 Accord Coupe customers may think there’s a problem with the rear seat access function on the front passenger’s seat. Specifically, they believe that pushing the seat-back to the upright position returns the entire seat to its original position. But to do that, you also need to push the *seat cushion* backward. Here’s an illustration of the procedure, along with a quote taken directly from the ’00 Accord Coupe Owners’ Manual:



To get into the back seat on the passenger’s side, push forward on the release lever at the base of the seat-back. The seat-back will tilt forward and the entire seat will move forward to allow easier entry to the back seat. After you return the seat-back to the upright position, push the whole seat backwards until it latches. Make sure the seat is fully latched before sitting in it.

Replace the Seat Belt Tensioners, Too

For most ’96 and later-model Hondas, the SRS control unit must be replaced after the airbags have deployed. And on ’98–00 CR-Vs, ’99–00 Odysseys, and ’00 S2000s, you need to replace the seat belt tensioners, too. Seat belts won’t retract after the tensioners have deployed.

Sometimes after a body shop repairs a crash-damaged vehicle, you’ll find its SRS light is on. If this happens on a vehicle with seat belt tensioners, see if the tensioners were replaced before you look for loose electrical connections or improper repairs.

And when replacement SRS parts are ordered for a vehicle with seat belt tensioners, make sure the tensioners are included in the order.

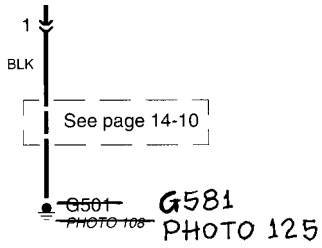
This CR-V Vibration Is Normal

On ’97–00 CR-Vs (A/T and M/T), a shudder or vibration during hard acceleration and usually in 1st gear is normal. The vibration is related to the angle of the driveshafts and the torque being applied to them. All CR-Vs share this characteristic.

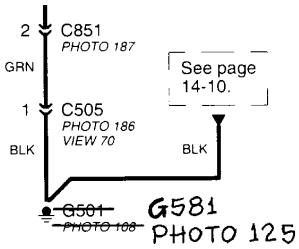
ETM Fix: Seat Belt Switch Ground on ’00 Accord

In the ’98–00 Accord ETM, the callout for the passenger’s seat belt ground is incorrect on pages 47-2 and 47-3. The ground should be G581, Photo 125. Mark up the pages like this:

Page 47-2:



Page 47-3:



S/M Fix: Rear Camber Spec on Accord

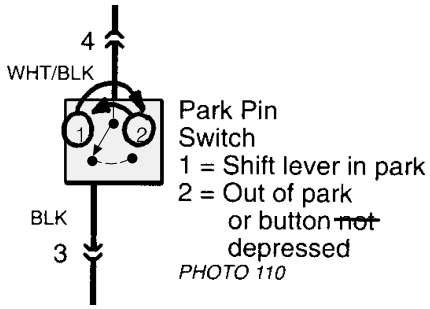
On page 2-16 of the ’98–00 Accord S/M, *the rear wheel camber spec should be –0°30′ ± 1°.* Correct the page like this:

Measurement	Qualification	Standard or New
Camber	Front	0° 00′ ±1°
	Rear	~~0°30′ ± 30°~~ −0°30′ ± 1°

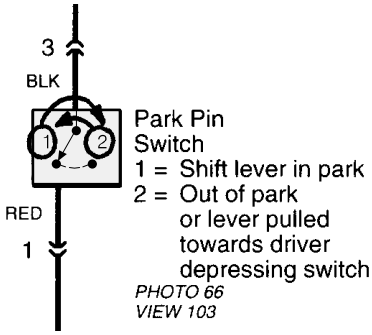
ETM Fix: Accord and Odyssey Interlock System

In the ’99–00 Accord and Odyssey ETMs, the interlock system circuit diagram has a couple of errors you need to correct. Here are the affected ETM pages and how to mark them.

’99–00 Accord ETM, page 138:



’99–00 Odyssey ETM, page 138:



Prevent A/C Problems on ’98–00 Civics

NOTE: This subject was also covered in the September ’98 S/N.

Before you troubleshoot an A/C electrical problem on a ’98–00 Civic with dealer-installed A/C, make sure the A/C wire harnesses and harness mounting clips are correctly installed. A misrouted or incorrectly installed harness can be damaged by the power steering pump pulley, and cause a short circuit, open circuit, or short-to-power. (On ’99–00 Civics, a damaged harness can even cause the blower motor to quit.)

To check the installation of A/C wire harnesses, refer to page 11 of the ’98, ’99, or ’00 Civic A/C installation instructions.

Avoid Dashlight Flicker on ’98–00 Accords

When the dashlight brightness controller on a ’98–00 Accord is turned to its dimmest setting, the dashlights will flicker when the car starts to roll and they won’t become steady until you drive over 15 mph.

Until we know more about the cause of the flicker, you can prevent it by turning the brightness controller knob up a little from its dimmest setting. This slight knob movement will keep the dashlights dim and steady.

Gear Position Indicator Doesn’t Come On

If the A/T gear position indicator lights don’t come on in a ’98–00 Accord, the car’s gauge assembly printed circuit board may have been replaced. Since new circuit boards don’t come with indicator bulbs, the bulbs need to be transferred from the old board to the new one. If the bulbs are missing, install seven new ones (see page 14–142 of the ’98–00 Accord S/M).

Gauge Assembly Precaution

When you work on gauges or printed circuit boards (PCBs), don’t tighten screws with an electric screwdriver. Electric screwdrivers can overtighten screws, causing damage to PCBs or even gauges. If you do use an electric screwdriver, use it only for disassembly.

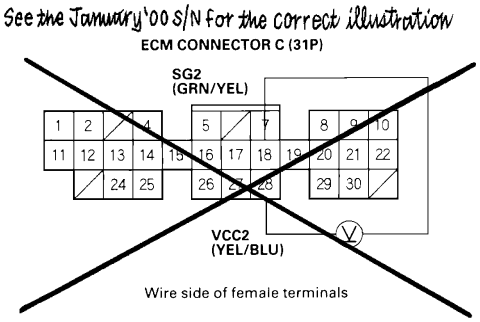
Coolant Temp Sensors Combined

On the ’00 Accord and S2000, the coolant temperature gauge and ECM/PCM are controlled by a single ECT (engine coolant temperature) sensor. Previous models had two ECT sensors: one for the gauge, and another for the ECM/PCM.

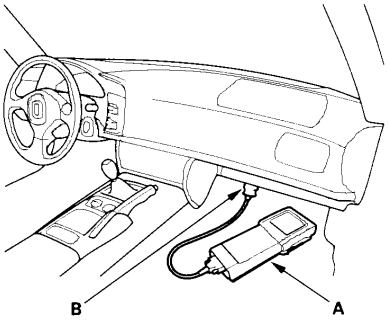
S/M Fix: PGM Tester Use on ’00 S2000s

On page 11-3 of the ’00 S2000 S/M, the illustration in step 2 of “How to Use the PGM Tester or a Scan Tool” is wrong. Cross out the illustration, and add a note that refers to this issue of S/N for the correct illustration.

Write this on page 11-3:


See the January '00 S/N for the correct illustration
ECM CONNECTOR C (31P)
SG2
(GRN/YEL)
1 2 4 5 7 8 9 10
11 12 13 14 15 16 17 18 19 20 21 22
24 25 26 28 29 30
VCC2
(YEL/BLU)
V
Wire side of female terminals

Here’s the correct illustration:



A/T Housing Kit Change: ’92–94 Civic

If you’re replacing the A/T housing on a ’92–94 Civic, the housing kit has superseded to the ’95 kit. The kit contains the housing, the oil guide plate, and the oil feed pipe. *These three parts must be used as a set.*

To assemble the A/T housing and oil guide plate, see page 14-99 of the ’95 Civic S/M. And to install the oil feed pipe, see page 14-114 of the ’95 S/M.

Rapid Pad Wear, Vibration, and High Brake Pedal

If a customer complains of rapid brake pad wear, vehicle vibration (after a long drive), or a high, hard brake pedal, there may be a misadjusted brake system component. To find out, do this:

1. Drive the vehicle until the brakes drag or until the pedal is high and hard. This can take 20 or more brake pedal applications.
   - If the brakes drag, go to step 2.
   - If the brakes don't drag, look for other causes of pad wear, high pedal, or vehicle vibration.
2. With the engine running, raise the vehicle on a lift, and spin all four wheels by hand.

   Is there brake drag at any of the wheels?

   YES – Check the brake light switch position, the brake pedal free play, and the brake pedal return, and adjust or repair as needed. If the brakes still drag, go to step 3.

   NO – Look for other causes of the pad wear, high pedal, or vehicle vibration.
3. Turn the engine off, pump the brake pedal to deplete the vacuum in the brake booster, then spin the wheels again to check for brake drag.

   Is there brake drag at any of the wheels?

   YES – Go to step 4.

   NO – Recheck the brake switch position, the pedal free-play, and the pedal return. If all the adjustments are OK, replace the booster. ■
4. Without removing the brake lines, unbolt and separate the master cylinder from the booster, then spin the wheels to check for brake drag.

   Is there brake drag at any of the wheels?

   YES – Go to step 5.

   NO – Recheck the brake switch position and the pedal return. Also check the master cylinder pushrod clearance and the booster-to-master-cylinder clearance. If all the adjustments are OK, replace the master cylinder. ■
5. Loosen the hydraulic lines at the master cylinder, then spin the wheels to check for brake drag.

   Is there brake drag at any of the wheels?

   YES – Go to step 6.

   NO – Replace the master cylinder. ■
6. Loosen the bleeder screws at each caliper, then spin the wheels to check for brake drag.

   Is there brake drag at any of the wheels?

   YES – Disassemble and repair the caliper on the wheel(s) with brake drag. ■

   NO – Look for and replace any damaged brake lines. ■

Groan During ABS Self-Check Is Normal

On all models with a compact ABS* (modulator, pump, and accumulator all in one), the system does a self-check (a brief grunt or groan) when you back out of the garage or drive forward after the vehicle's been sitting a long time. *The noise is normal; it doesn't mean there's an ABS problem.*

To show customers how the ABS self-check works, connect the PGM Tester to the vehicle DLC, and run the function test. (This test cycles the ABS solenoid and runs the ABS pump.) The noise from the test may be louder than the ABS self-check, but it'll allow you to demonstrate the noise to the customer and help you find out if it's ABS-related or from another source.

* '96–00 Civics, '98–00 Accords, '98–00 Odysseys, '97–00 Preludes, '97–00 CR-Vs, '00 S2000s, and '00 Insights.

Service Info Requests Thru DCS

Through DCS messages, our Service Engineering Information (SEI) department often asks for your help on service issues. Whenever you see one of these service info requests, please help out if you can.

SEI sends their thanks to **Nick Ruiz** of Pacific Honda and **Jim Buote** of Costa Mesa Honda for their extra help with two recent DCS service info requests.

Tool & Equipment Orders

Tool and equipment orders are not handled by our Special Tools department, so please don't call the Special Tools Hotline to order anything. The hotline is for questions on tool use and other technical questions.

To order special tools (most hand tools with a 12-digit part number), use normal parts ordering procedures. To order shop equipment such as PGM Tester items, the Kwik-Way On-Car Brake Lathe, and the Ilco Key Code Duplicator, call the Honda Tool and Equipment Program at 888-424-6857.

Use the Customer Questionnaire

Using the customer complaint diagnostic questionnaire is a great way for your service advisor to collect valuable info from customers. The four-page questionnaire covers fuel and emissions, A/C, noises and leaks, and A/T. When your advisor fills out the appropriate section of the questionnaire and attaches it to the R.O., you get a diagnostic "heads up" to help you find and fix the problem. If your advisors aren't using the questionnaire, suggest that they do. To order more questionnaires, call Helm at 800-782-4356, and use reorder number Y0271.

Correct the Accord A/C Condenser Article

In the November '99 S/N, the article *S/M Fix: Accord A/C Condensers Aren't All the Same* incorrectly lists the A/C charge amount for systems with a Calsonic condenser. *The correct capacity for these systems is 450 to 500 g, 0.45 to 0.50 kg, 1.0 to 1.1 lb, 16 to 17.6 oz.*

If charging capacity of any A/C system is in doubt, use the amount shown on the under-hood label.

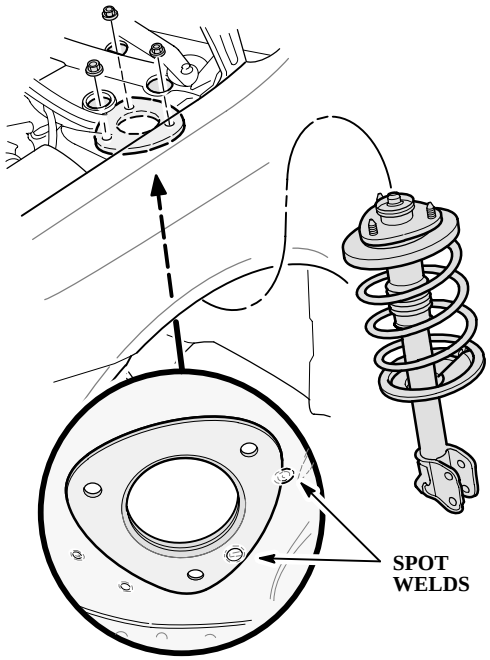
Correct the Immobilizer Article

In the September '99 S/N, the article *Start Engine Without Immobilizer Key* has an error in step 3. To enter the immobilizer brake code on Preludes, you need to apply and release the *parking brake,* not the brake pedal.

Dash Tick or Click: '99–00 Odyssey

On '99–00 Odysseys, a ticking or clicking that sounds like its coming from either side of the dashboard may be caused by spot weld burrs on the mounting base of a front damper (strut). To find out which side you need to fix, slowly drive the vehicle at an angle over the entrance of a driveway.

After you've confirmed which side makes the noise, remove the damper on that side. (If needed, see page 18-19 of the '99–00 Odyssey S/M.) Then look at the underside of the damper mounting base through the damper tower. If you see any burrs, grind them flat, apply touch-up paint to the bare metal, and install the damper.



VIEW LOOKING UP AT THE UNDERSIDE OF THE DAMPER MOUNTING BASE

When you reinstall the three flange nuts on the damper mounting base, lubricate the nut threads with motor oil, and torque them to 59 N·m (43 lb-ft).

HONDA ServiceNews

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